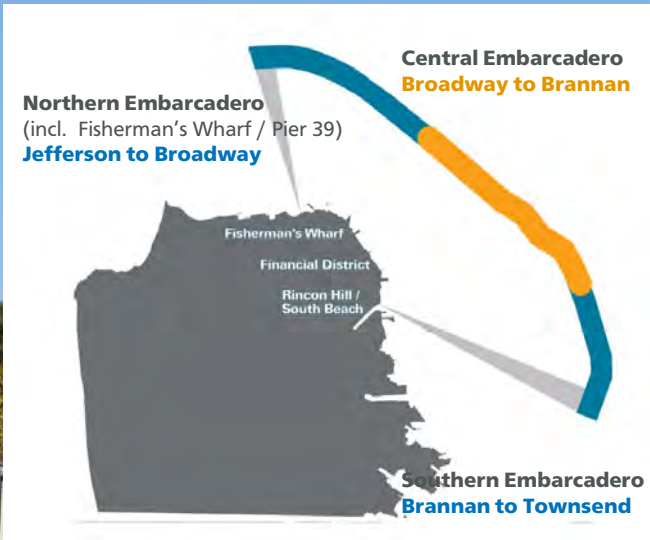


Embarcadero Enhancement Program



SFMTA



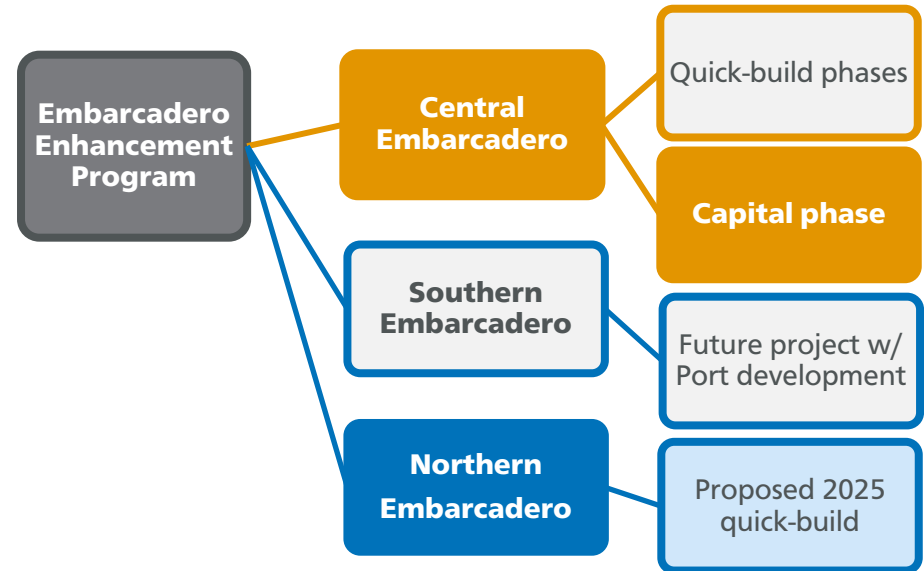
VISION
ZERO
SF

Program and Project Update
Northern Advisory Committee (NAC)
Sept 18, 2024

Embarcadero Enhancement Program

Program Summary

- **Ongoing partnership** focused on waterfront transportation safety
- Long history of planning and alternatives analysis, robust **community engagement**
- Prioritizes protected bikeway, pedestrian comfort and safety, roadway safety and wayfinding (**Complete Streets**)
- Established and evaluated two-way bikeway from Broadway to Folsom Street via **quick-build projects** (2020-2022)
- Capital investment strategy focuses on Central Embarcadero, **other segments require more study** via resilience/planning projects and ongoing interagency coordination
- Proposed **Northern Embarcadero** quick-build project in 2025 to extend protected NB bikeway and improve loading access between Piers 27 and 35.



VISION FOR A BETTER EMBARCADERO

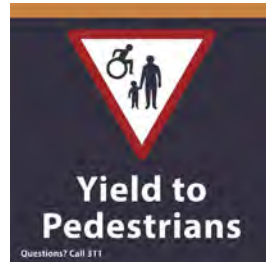


Embarcadero Enhancement Program

Central Embarcadero Capital Phase

Project Summary

- Includes **targeted enhancements to existing quick-build corridor**
- **Extends two-way protected bikeway** south toward ballpark and Caltrain (where no quick-build options exist)
- Does not require removal of vehicle through lanes, generally **maintains promenade** width
- \$8.3m in **grant funding** secured for construction



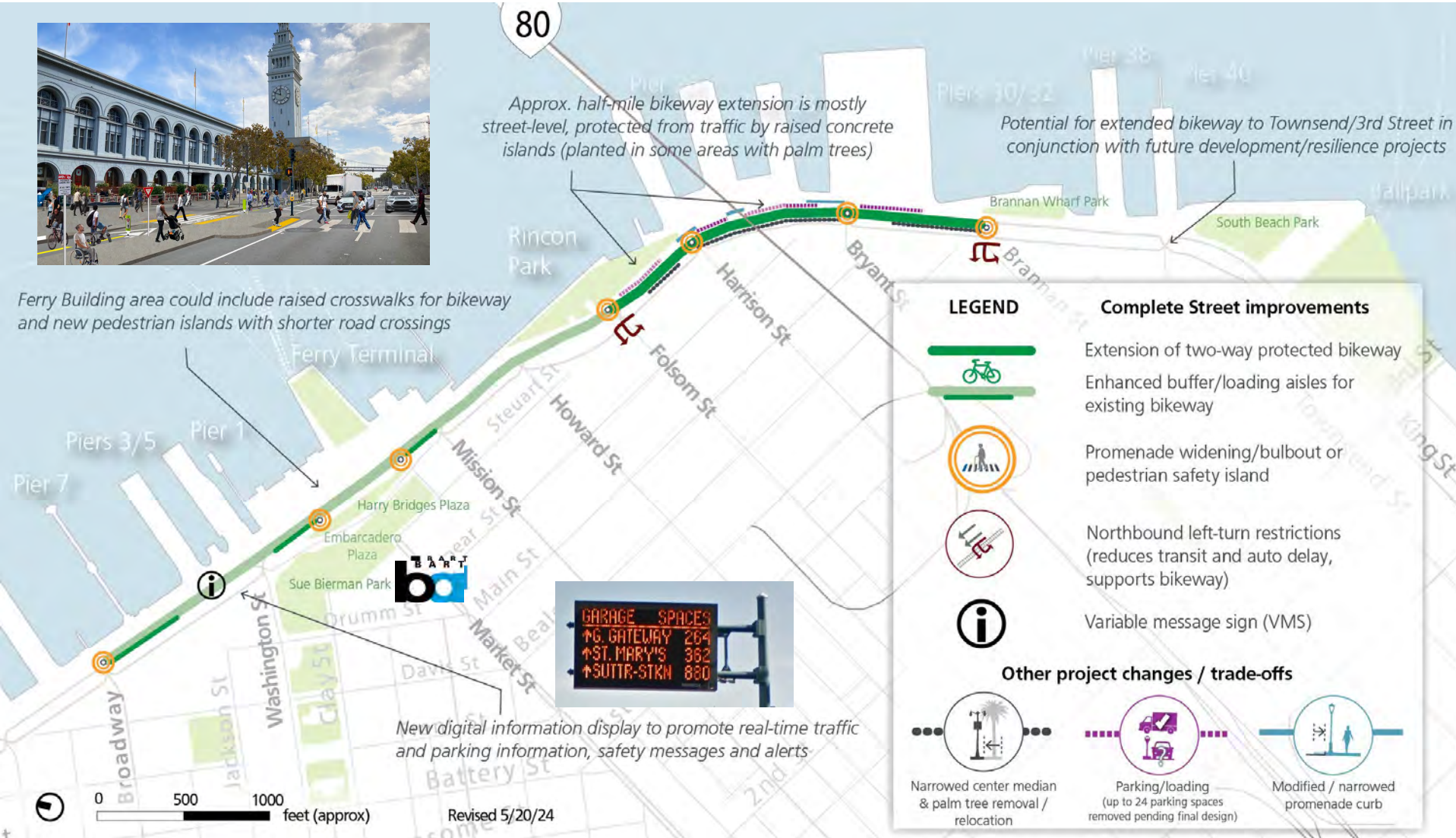
Embarcadero Enhancement Program Central Embarcadero Capital Phase



Ferry Building area could include raised crosswalks for bikeway and new pedestrian islands with shorter road crossings

80
 Approx. half-mile bikeway extension is mostly street-level, protected from traffic by raised concrete islands (planted in some areas with palm trees)

Potential for extended bikeway to Townsend/3rd Street in conjunction with future development/resilience projects



LEGEND

- Extension of two-way protected bikeway
- Enhanced buffer/loading aisles for existing bikeway
- Promenade widening/bulbout or pedestrian safety island
- Northbound left-turn restrictions (reduces transit and auto delay, supports bikeway)
- Variable message sign (VMS)

Complete Street improvements

- Extension of two-way protected bikeway
- Enhanced buffer/loading aisles for existing bikeway
- Promenade widening/bulbout or pedestrian safety island
- Northbound left-turn restrictions (reduces transit and auto delay, supports bikeway)
- Variable message sign (VMS)

Other project changes / trade-offs

- Narrowed center median & palm tree removal / relocation
- Parking/loading (up to 24 parking spaces removed pending final design)
- Modified / narrowed promenade curb



New digital information display to promote real-time traffic and parking information, safety messages and alerts

Revised 5/20/24

Embarcadero Enhancement Program

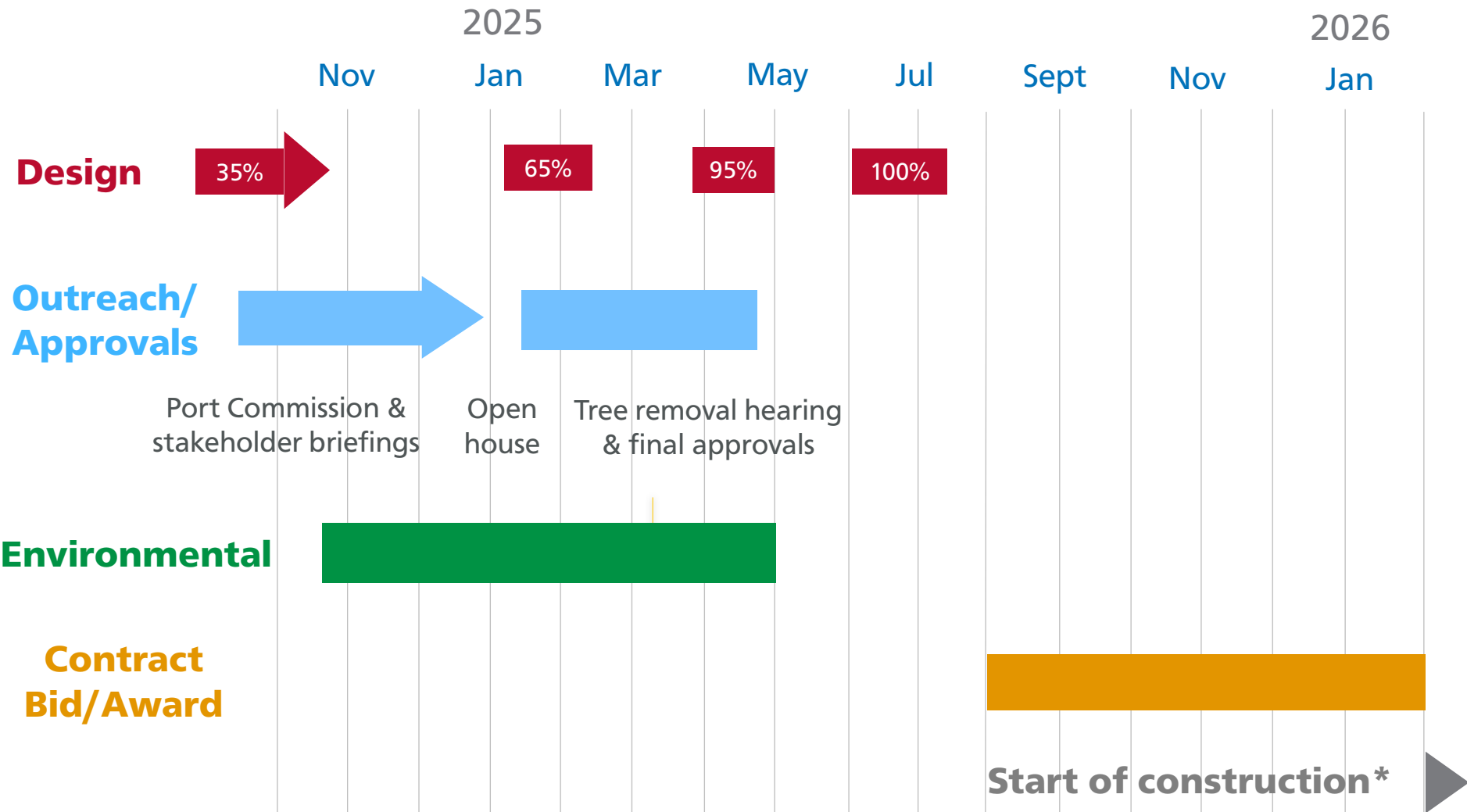
Central Embarcadero Capital Phase

Project Update

- **Design phase public outreach:**
 - Completed (2024): Initial NAC briefing (January); stakeholder meetings including Hudson Properties, Giants; South Beach/Rincon neighborhood; Market Street Railway
 - Upcoming: Additional stakeholder meetings, Port Commission briefing, public open house, tree removal public hearing
- Project **now extends to Brannan** based on feedback and additional Safe Routes to BART grant funding (formerly ended at Bryant)
- **Interagency coordination** including tree planting alternatives analysis, BCDC permitting review, paving scope, resilience and flood project review
- Targeting **65% design milestone** by February 2025, construction start in early 2026
- **Approvals still needed:** NEPA environmental review (Caltrans)



Embarcadero Enhancement Program Central Embarcadero Capital Phase



**Estimated timeline, subject to revision*

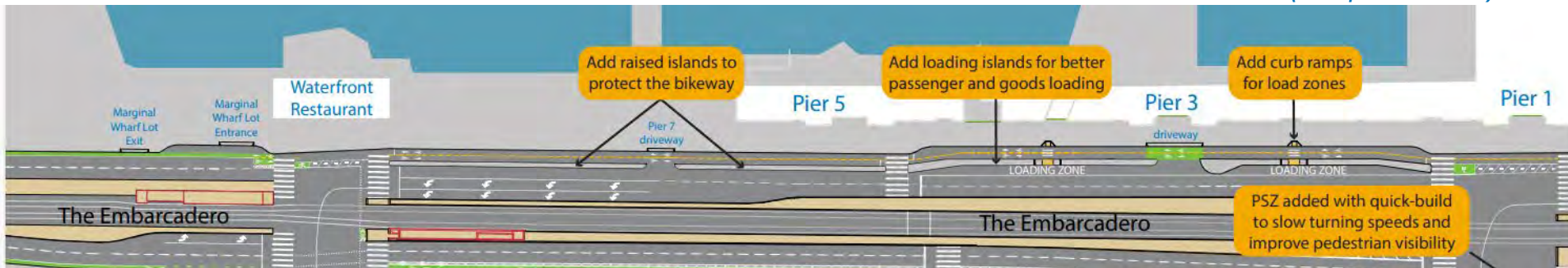
Embarcadero Enhancement Program

Central Embarcadero Capital Phase

Broadway to Washington Street

- Add raised concrete islands to bikeway buffer and loading aisles

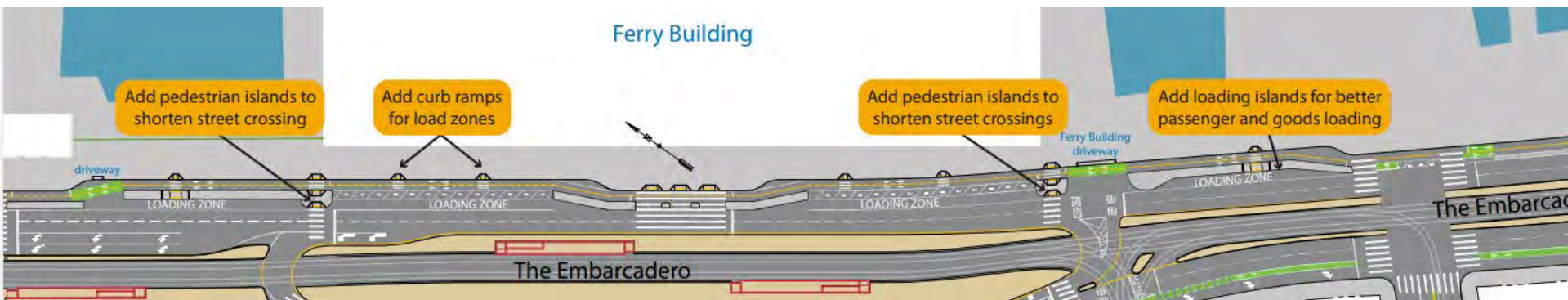
(Completed 2022)



(Completed 2022)

Washington Street to Mission Street

- Add raised concrete islands to bikeway buffer and loading aisles
- Revise Ferry Building 'midblock' intersections with new pedestrian islands and raised crosswalk across bikeway



Embarcadero Enhancement Program Central Embarcadero Capital Phase

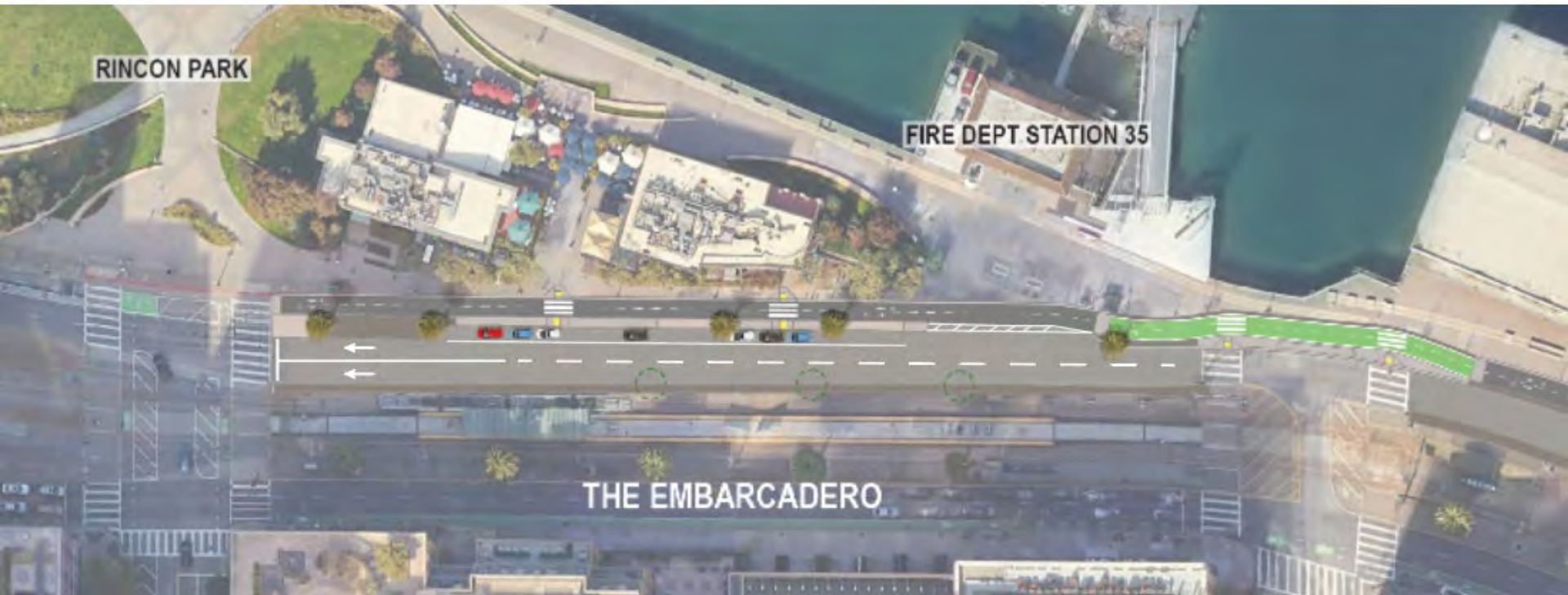
Ferry Building bikeway crossings



Conceptual rendering of proposed pedestrian island with raised bikeway crossing

Embarcadero Enhancement Program Central Embarcadero Capital Phase

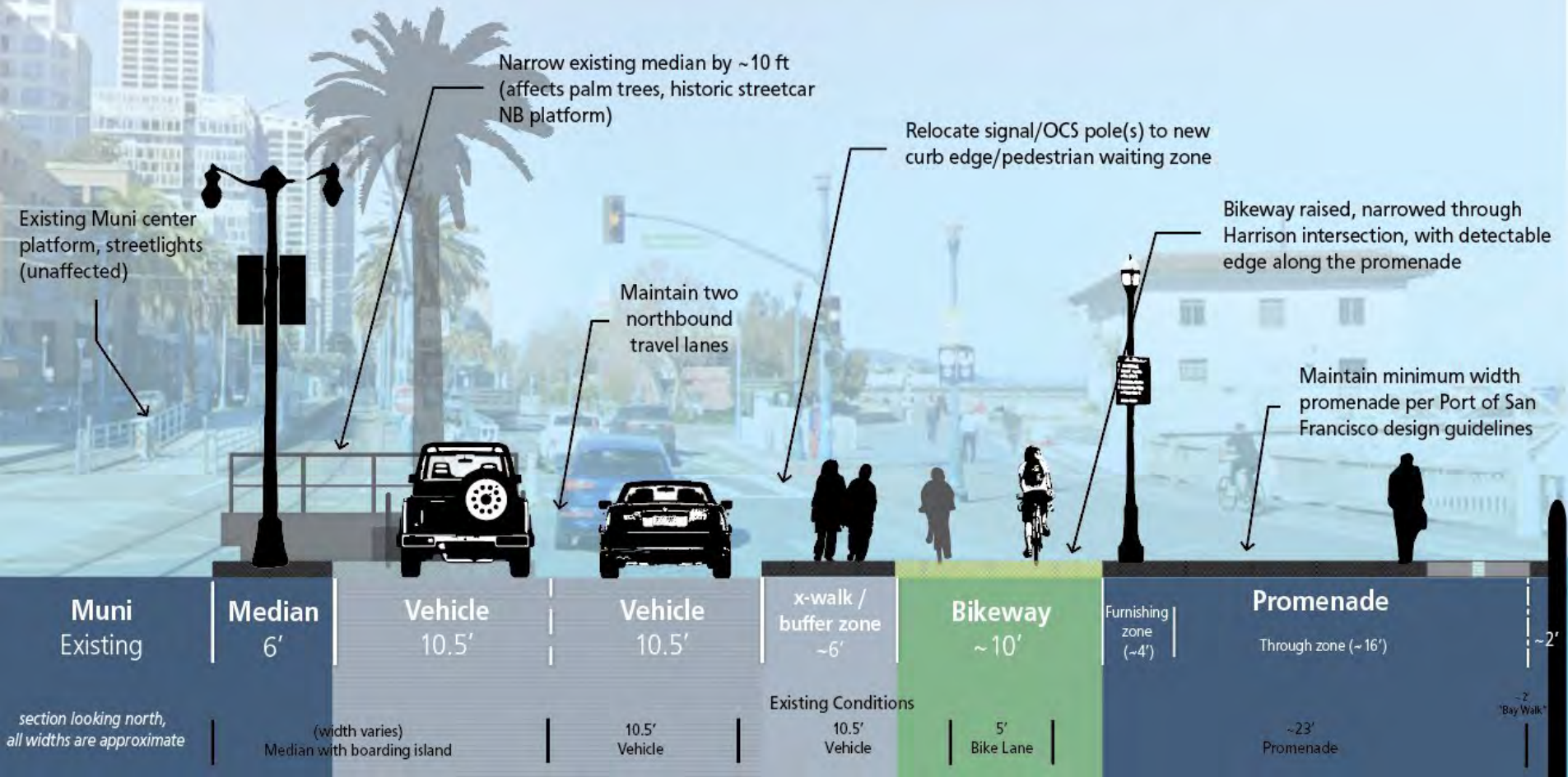
Two-Way Bikeway Extension from Folsom to Harrison



Embarcadero Enhancement Program

Central Embarcadero Capital Phase

Central Embarcadero Safety Project - Protected bikeway extension concept at Harrison Street (illustrative section)



Embarcadero Enhancement Program **Central Embarcadero Capital Phase**



Bryant Street looking north – existing conditions

Embarcadero Enhancement Program **Central Embarcadero Capital Phase**



Bryant Street looking north – proposed

Embarcadero Enhancement Program Central Embarcadero Capital Phase

Two-Way Bikeway Extension from Harrison to Bryant



Embarcadero Enhancement Program **Central Embarcadero Capital Phase**



Development proposal for Piers 30-32

Embarcadero Enhancement Program

Central Embarcadero Capital Phase

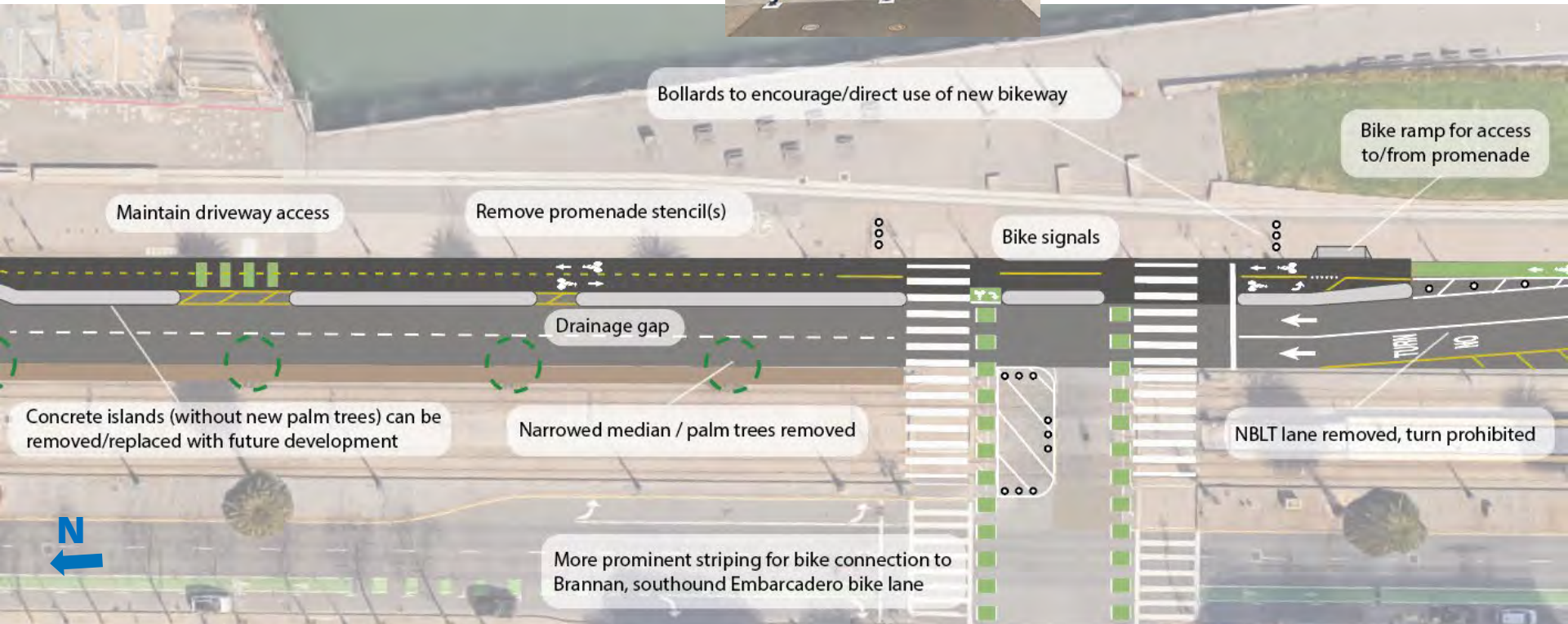
Bikeway extension, Bryant to Brannan

- Better connection to citywide bike network
- Supports design flexibility for future Pier 30/32 development
- Roadway-level bikeway option removes 4 additional palm trees, restricts NBLT's onto Brannan Street
- Removes 11 additional parking spaces (but on-street loading/parking would return with development of Piers 30/32)



Embarcadero Enhancement Program Central Embarcadero Capital Phase

DRAFT CONCEPT for two-way bikeway terminus at Brannan Street



Embarcadero Enhancement Program

Central Embarcadero Capital Phase

Proposed northbound left-turn (NBLT) restrictions



Folsom

- Converts existing turn lane into a thru lane to add street-level bikeway and retain/enhance restaurant loading zone
- Reduces turning vehicle/transit conflicts, transit delays at subway portal, southbound vehicle delay
- Consistent with vision for Folsom as multi-modal 'main street' with reduced car volumes
- **Medium NBLT demand** to be served by Howard, Bryant streets and alternative routes

Brannan

- Converts existing turn lane into a thru lane to add street-level bikeway, retain existing promenade width and curb line
- Reduces turning vehicle/transit conflicts and southbound vehicle delay
- **Low NBLT demand** to be served by Bryant, Townsend, 2nd streets and alternative routes

Embarcadero Enhancement Program

Central Embarcadero Capital Phase

Trade-offs

- Narrows median and removes 15 palm trees (~12 new palms will be planted in new bikeway buffer pending final design)
- Between 14 to 29 metered parking spaces affected (converted to loading or removed)
- Restricts northbound left-turns at Folsom and Brannan streets

Benefits

- Nearly doubles the length of the two-way protected bikeway; makes the existing bikeway more functional and attractive
- Prioritizes the pedestrian promenade experience, makes it easier to cross The Embarcadero
- Better wayfinding, pavement conditions and on-street loading for roadway users
- Smart investments that complement, help facilitate future Port projects and development



Embarcadero Enhancement Program

Central Embarcadero Capital Phase

Next Steps*

- Ongoing stakeholder briefings, Port Commission briefing/hearing
- Public open house to showcase 65% design milestone
- SFMTA tree removal public hearing
- Complete NEPA environmental review, finalize construction budget and approach



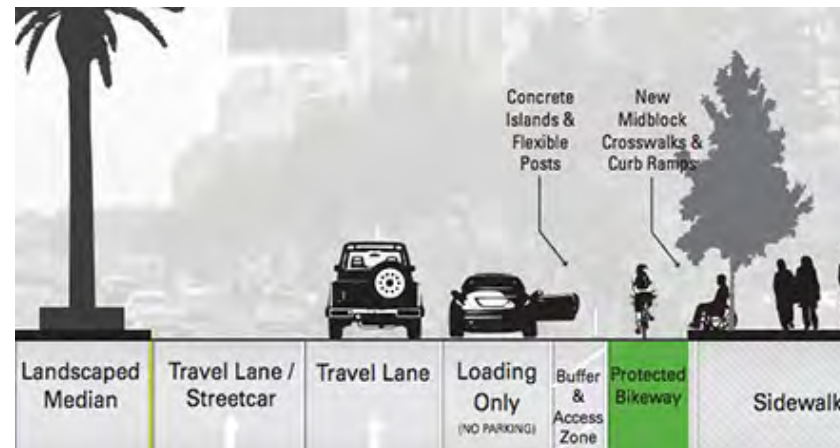
**Other near-term actions will include corridor-wide signal timing update and promenade calming treatments*

Embarcadero Enhancement Program

Northern Embarcadero Quick-Build

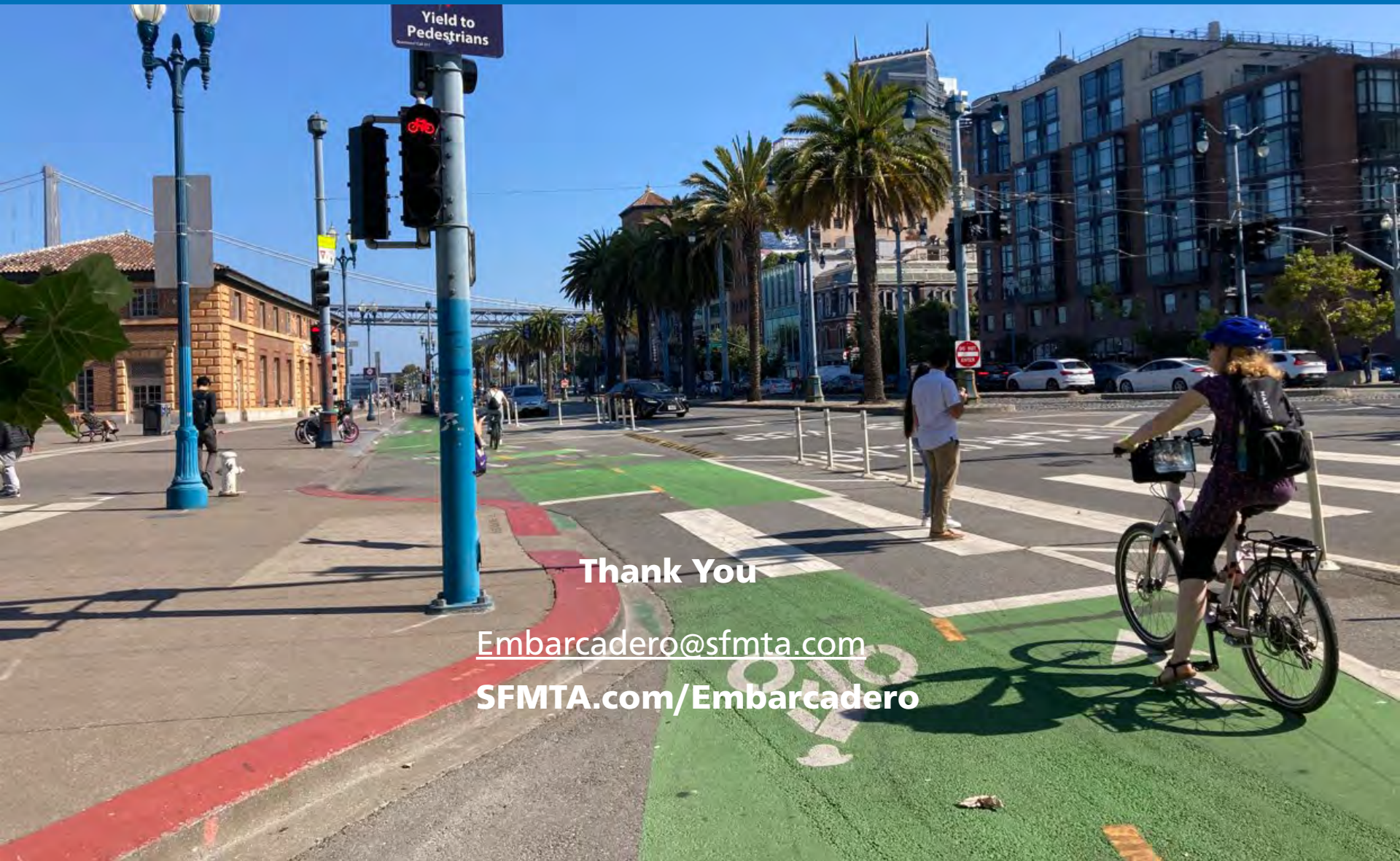
Proposed Project Summary

- **Top 311 complaint location** regarding blocked bike lanes (pre-pandemic data)
- Add protection for the **northbound bike lane** between Chestnut and Bay streets
 - *Closes an important gap from Pier 27 toward Fisherman's Wharf*
- Formalize and **improve loading** safety and accessibility at Alcatraz Landing
- Right-size the vehicle travel lanes (from 3 to 2) to **match rest of corridor**
 - *No significant travel time delay is expected due to relatively low traffic volumes*
- **Planned funding request** in fall 2024 via SFMTA's Vision Zero Quick-Build Program
- **Re-engage Port tenants** and stakeholders in 2025 for potential implementation in 2025/2026.



A quick-build project for Northern Embarcadero would focus on improving safety where there is high vehicle loading demand

Embarcadero Enhancement Program



Thank You

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